

Connections

October 2010

Our Five-Year Direction: Where We Are

by Sally Oxenhandler

It's been about six months since we implemented our five-year direction, an effort to make the best use of our resources so we can honor our commitments, keep major roads in good condition, improve minor roads, hold our own on bridges and provide outstanding customer service.

So how are we doing so far?

"I think things are going better than expected given the challenges we face," said MoDOT Interim Director Kevin Keith.



For example, we've decreased our workforce by 177 employees - without layoffs - and are on target to meet our goal of eliminating 400 positions through attrition by June 30, 2013. In addition, through cutting costs and budget savings, we have identified \$64 million and are on the way to exceeding our goal of reducing costs by more than \$200 million in the next five years. The money saved will go toward improving minor roads.

"Our number one priority is making the best use of our existing resources, and MoDOT employees are to be commended for making that happen," said Keith.

One of the ways we're supporting the five-year direction is through Practical Operations, a new way of doing business that will enable us to meet customer needs but

at a lower cost. Under Practical Operations, we recently reviewed five major areas of work to determine ways to increase efficiency and save money: winter operations, signing, striping, mowing and pavement maintenance.

What we found is that we are exceeding customer expectations in most of these areas. Each area is being analyzed to identify cost-saving efficiencies. For example, we'll be mowing the strip nearest the highway for safety



Interim Director Kevin Keith is meeting with each district and Central Office to share the status of our five-year direction.

and visibility in a consistent way across the state. We will also replace signs only when they are in bad condition or oth-

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Reason Foundation Ranks Missouri Roads Eighth Overall

Missouri's roads made the nation's biggest improvement, jumping 16 spots from 24th to 8th in rankings of state highway performance and cost-effectiveness, according to the Reason Foundation's new 19th Annual Highway Report.

The study ranks each state's Interstate highways and state-controlled roads in 11 categories, including costs per mile, congestion, pavement condition, deficient bridges and fatalities. National performance improved greatly in 2008, the most

Overall Rank	
2008	8
2007	24
2006	13
2005	17
2000	39

recent year with complete data available. Missouri ranks 10th in total highway disbursements, 33rd in fatalities, 40th in deficient or functionally obsolete bridges and 26th in urban Interstate congestion.



Missouri's best rankings come in rural Interstate condition (1st), administrative disbursements (4th) and state-controlled

highway miles (7th). The lowest rankings are in deficient or functionally obsolete bridges (40th) and narrow rural lanes (38th).

The full Annual Highway Report with detailed state-by-state analysis is online here: <http://reason.org/news/show/19th-annual-highway-report>

The Reason Foundation is a nonprofit think tank dedicated to advancing free minds and free

markets. Reason Foundation produces respected public policy research on a variety of issues and publishes the critically acclaimed Reason magazine and its website, *Reason.com*.

Performance by Category in 2008 Rank	
State-Controlled Highway Miles	7
State Highway Agency Miles	11
Total Disbursements	10
Capital and Bridge Disbursements	10
Maintenance Disbursements	12
Administrative Disbursements	4
Rural Interstate Condition	1
Rural Other Principal Arterial Condition	8
Urban Interstate Condition	14
Urban Interstate Congestion	26
Deficient or Functionally Obsolete Bridges	40
Fatality Rates	33
Narrow Rural Lanes	38

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Pride of Amity
A historical view of how a bridge shaped a town in D1

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Bring It On
Mother Nature throws challenges to D2

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Above and Beyond
Motorist Assist Operator in D4 helps solve crime

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Out With the Old
Old Osage River Bridge Demolished in D5

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Cool Clicker
Meet Middle School Nick in D9

Safe & Sound

Speed and Flexibility are Key to Success

by Bob Brendel

By the thousands, visitors to this year's State Fair in Sedalia cast a resounding vote for new bridges in Missouri, by signing their names to a precast concrete girder that will be used in a Pettis County bridge replacement project later this year.

The unique display featured a 30-foot long beam weighing more than 20,000 pounds sitting next to a 77-year-old, rusty steel beam that used to support another Pettis County bridge that has since been replaced as a part of MoDOT's Safe & Sound Bridge Improvement Program. KTU Constructors, MoDOT's design-build contractor who is responsible for building 554 new Safe & Sound bridges, partnered with MoDOT to display the beam. It was fabricated by CoreSlab at its facility in Marshall. KTU constructed two "mini" abutments in the Highway Gardens on which the beams were placed.

Because most fairgoers hail from rural portions of Missouri and because most of the 802 bridges on the Safe & Sound program are on farm-to-market routes

in rural areas, the State Fair seemed an appropriate place to tell Missourians more about the program.

For example, the 554 replacement bridges being built by KTU Constructors include:

- 81 miles of beams – enough to span the driving distance between Lee's Summit and St. Joseph.
- 30,935 tons of beams – or the same weight as 2,500 school busses.
- 13 miles of new bridges – as much as eight Golden Gate Bridges laid end to end.
- 45 acres of new bridge decks – the same as 34 football fields (counting the end zones).
- 4,513 tons of rebar – the weight of the exterior steel of the St. Louis Gateway Arch.
- 50,555 tons of asphalt – the weight of five fully loaded 100-car coal trains.

"This had to be one of the best opportunities for communicating a rural bridge project," Safe & Sound Project Director Ken Warbritton said.



The bridge on Route W in Cole County is one of the 236 bridges that have been repaired or replaced so far with the Safe & Sound program.

The 200th bridge completed under the Safe & Sound program reopened in Morgan County during the State Fair, on Aug. 20. By Oct. 1, 236 bridges across the state will have been repaired or replaced, and by the end of the year, that number will be well over 300. All 802 are to be completed by the end of 2013.

Speed and flexibility to local needs have been a key to the program's success so far. The average closure has been 40 days, compared with the typical bridge replacement project that takes 60-90 days.

Vote today!

The I-64 project in St. Louis is a top ten grand prize finalist in the 2010 America's Transportation Awards. You can now vote for I-64 to win the national "People's Choice Award" for best project in the country, and the winner receives

\$10,000 for a charity or scholarship. Go to www.modot.org and click the homepage banner to vote through Oct. 18.



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Five-Year Direction

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erwise as needed. The changes we're making will mean a one-time savings of \$11 million and annual on-going savings of \$20 million.

"We're still working on all the details, so we'd like your input on how best to implement Practical Operations and on other ways we can generate dollars to improve our roads," Keith said.

The savings on maintenance activities will be redirected toward our minor roads, whose condition is on the decline. Today, only 60 percent of minor roads are in good condition, while 86 percent of major roads are rated good.

Over the next five years, the goal is to bring 70 percent of our minor roads up to good condition. We need to balance overall customer satisfaction in all these areas while providing for the best pavement and bridge condition possible.

Keith is taking this message on the road. By the end of October, he will have visited every district and Central Office to share the status of our five-year direction, as well as talk about other issues on employees' minds such as pay and benefits.

MoDOT Launches ADA Transition Plan for Public Comment

MoDOT's Americans with Disabilities Act transition plan is now posted online for public comment. The plan covers both MoDOT facilities and pedestrian areas associated with projects.

The transition plan is available for comment until Oct. 15, 2010 at www.modot.org/adatransitionplan. It is also available at each of MoDOT's 10 district offices.

Along with the transition plan, an online survey is also on the website.

"We are specifically looking for information on the needs of people with disabilities and there is an opportunity to let us know about specific locations that may be important to individual pedestrians," said Melissa Anderson, MoDOT non-motorized transportation engineer. "The information will be used to help prioritize future improvements."

Anyone needing assistance in reviewing the plan or completing the surveys should contact MoDOT at 1-888-ASK-MODOT (1-888-275-6636).



Jim Feeney, maintenance crew leader in D6, and his wife Theo are walking the Katy Trail again this year to raise money for the Fallen Workers' Memorial. They are walking 91 miles, beginning Oct. 2, from Weldon Spring to Jefferson City. Learn more about their trip in the November issue of Connections. To donate, visit www.moshea.org.

Central Site Created for Companies Wanting to Work for MoDOT

by Matt Hiebert

MoDOT has streamlined our bidding and contracting presence on the website. Now contractors, suppliers, consultants, and disadvantaged business enterprises have one centralized location to visit for bidding and contracting opportunities with MoDOT. Consultants can also find specifics on projects for which proposals are sought.

By visiting www.modot.org/bidding, the business community now has a one-stop-shop to get started on all their bidding and contracting needs.

Previously, MoDOT's bidding and contracting presence was separated depending on the type of bidding and contracting the department solicited. Bidding and contracting information

for supply and service contractors was located separately from bidding and contracting information for roadway and bridge contractors, including DBEs. By pulling these locations into a consolidated "hub page," MoDOT hopes to minimize any confusion and simplify the bidding and contracting process for businesses which may not be familiar with Department structure and processes.

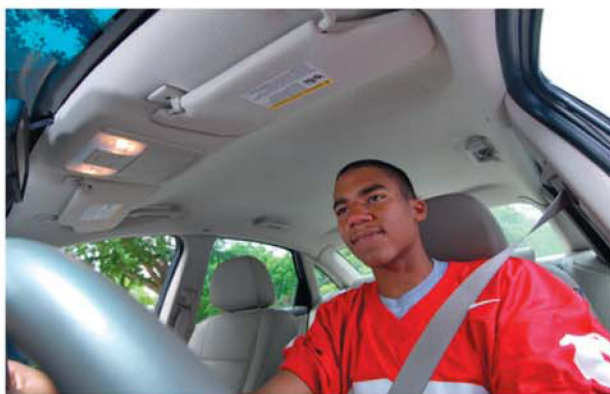
A navigation button for bidding and contracting has been added to the left hand navigation of the site to make it even easier for online visitors to find what they need.



Seat Belts Just Not Clicking With Missourians

by Melissa Black

Fewer Missourians are buckling up, according to the latest statewide seat belt survey conducted in June 2010. Only 76 percent of Missourians buckle up regularly, compared to 77 percent in 2009, which is eight percent less than the national average of 84 percent.



"We are just totally baffled as to why these people still don't buckle up and risk their lives unnecessarily every time they ride in a vehicle," says Leanna Depue, chair of the Missouri Coalition for Roadway Safety's Executive Committee. "Unfortunately, Missouri just can't seem to get our overall seat belt usage rates to increase, and it's not likely to improve significantly without a primary safety belt law. We could save so many lives just by making our seat belt law a primary one."

In 2009, 878 people were killed in Missouri traffic crashes, and 67 percent of the vehicle occupants killed weren't wearing a seat belt.

The annual survey involved more than 126,419 observations of drivers and passengers in 460 locations in both urban and rural counties. Missouri worked with The Missouri Safety Center to conduct the survey. Since 2004 the usage rate has fluctuated only slightly between 75 and 77 percent.

On a more positive note, more Missouri teens are buckling up more. Teen seat belt use is up to 66 percent from 61 percent. Unfortunately, that still means 34 percent still aren't wearing their seat

belts and are at a greater risk to get injured or killed in traffic crashes.

"Although more Missouri teens are wearing their seat belts according to the survey, too many still are dying in car crashes because they aren't buckled up," Depue says.

Young drivers are overrepresented in crashes both nationwide and in Missouri. Of all 2009 Missouri traffic crashes, 24 percent involved a young driver (under age 21). Of all fatal traffic crashes, 17 percent involved a young driver. Traffic crashes are the leading cause of death for people 15-20 years old.

Other survey findings show that of Missouri drivers, those driving vans and sport utility vehicles buckled up most often - 84 percent of the time. Only 64.4 percent of pickup truck drivers wear seat belts.

"All the statistics show that seat belts save lives and all the experts agree that buckling up is the best way to protect yourself in a crash, but almost one fourth of my fellow Missourians just don't make it click," Depue says. "It is a number we have to keep trying to change. Please buckle up!"

For more information, visit <http://www.savemolives.com/>.

The Sky Won't Be Falling, Thanks to MoDOT

by Melissa Black

For all the Chicken Littles out there, you can stop worrying about the sky falling in Missouri, because thanks to a three-year effort all our overhead sign structures in Missouri are safe and secure and won't be falling on anyone.

The intensive inspection effort began in the summer of 2007 and ended in June 2010. Missouri has more than 2,000 overhead structures on our state system and in order to ensure they were all safe, MoDOT contracted with Collins Engineering to inspect each and every one.

"This was something we thought was important to ensure the safety of everyone traveling on our roads," said Tom Honich, sign and marking engineer. "It takes a lot of time to inspect all these structures, and we just didn't have

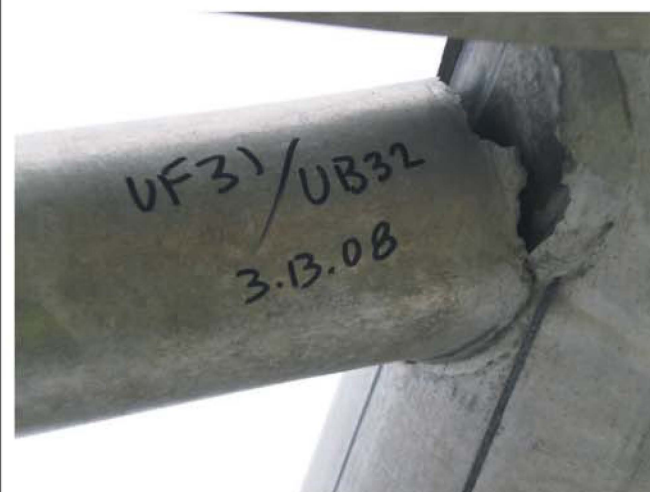
Even though the contractor performed all the actual inspections, MoDOT provided all the traffic control to help reduce costs and made most of the repairs.

As part of the inspection report, the contractor listed any deficiencies with each structure and applied a priority rating to the repair need. These typically ranged in response time from 30 days to 3 months. However, there were a handful of cases where the issue was critical and repairs occurred within a week. All repairs identified by the contractor will be corrected by the districts. The problem found most frequently was loose anchor nuts and these are easily fixed. Other issues found and repaired included some minor corrosion, clogged drainage holes and loose grout. One structure was found to be damaged

to such a degree that the district removed the entire structure.

"Many structures had not been inspected for several years, and on a statewide level we didn't want any unknown safety issues over our heads," Honich said. "We thought taking a proactive approach before anything or anyone got hurt was a better way to go."

Now that we have all the inspection information collected, the Central Office Bridge Maintenance Unit will take over for future inspections.



An intensive inspection of overhead sign structures is complete. One of the issues found during inspection was a broken and dislodged diagonal truss member.

enough trained employees to inspect them in the timely manner we thought necessary."

The contractor looked in-depth at all the structures and rated them all, then helped build the department a database to better manage all the information.

MoDOT Makes Progress on Major Highway Corridors

MoDOT has made significant progress in completing a number of long-awaited highway corridors this year. By the end of 2010, 96 miles of new four-lane highway will be added to the books, with the potential for 12 more miles to come online either late this year or in early 2011.

This progress means safer highways, less congestion and increased economic activity. Unfortunately, Missourians will see fewer projects that expand the highway system over the next five years because of a decrease in funding available for transportation.

"We've reaped great benefits from our efforts to complete four-lane highway corridors in Missouri," MoDOT Interim Director Kevin Keith said. "Today, 86 percent of our major highways are in good condition and traffic fatalities are the lowest they've been since 1950." Corridors completed or scheduled for completion this year include:

- Highway 50 - eight miles south of California completing a segment from St. Martin's to west of California

- Highway 100 - 10 miles from Washington to Interstate 44
- Highway 60 - 34 miles from Mountain View to west of Van Buren
- Highway 36 - 30 miles from Clarence to Monroe City
- Highway 13 - eight miles from the Polk/Greene County line to south of Bolivar
- Highway 65 - six miles from Foose to Buffalo

In addition, seven miles of additional highway lanes on Route 5 from south of Camdenton to the Laclede County line and five miles on Highway 54 from the Osage River Bridge to the Grand Glaize Bridge in Osage Beach could open yet this year.



Part of the progress made on highway corridors this year includes Route 50 from St. Martins in Cole County to west of California in Moniteau County.

Since 2003, MoDOT has worked hard to close the gaps along several other corridors, including highways 21, 61, 63, 71 and 412.

In March 2010, the Missouri Highways and Transportation Commission adopted a new five-year direction to address

a steep decline in funding available for highway and bridge construction.

"Our focus now is on how we can maintain the progress we've made with the resources we have available," Keith said.



Employees helping employees!

Please help your fellow employees today!

Visit www.intranet/shareleave

October Service Anniversaries

35 Years		
Kevin R. Rose	D4	
30 Years		
Ronald E. Tucker	D4	
Susan A. Feltrop	CO	
25 Years		
Rodney M. Martin	D1	
Macky H. Reed	D2	
Donald I. Standley	D2	
James A. Wilson	D3	
John P. Bickel	D4	
John W. Gabathuler	D5	
Leroy E. Bauer	D5	
Douglas N. Renick	D5	
Jefre M. Suellentrop	D6	
John E. Hodge	D6	
Kelly R. Hensen	D6	
Julie A. Zibert	D7	
Lonnie D. Chambers	D9	
Robert A. Dodd	D10	
Freddie A. Johnson	CO	
20 Years		
Kathy J. Null	D1	
Larry D. Ballew	D2	
Brent D. Cassidy	D3	
Timmy E. Lake	D3	
Michael J. Tourney	D3	
Rickey D. Forbes	D4	
Michelle R. Clevenger	D4	
Donald E. Klaus	D4	
Rebecca A. Fisher	D6	
Robert R. Lawrence	D8	
Charles A. White	D8	
Mark R. Rhoades	D9	

Morris A. Ashby	D10	
Stephen R. Spradlin	CO	
Teresa R. White	CO	
15 Years		
Brenda S. Hughes	D1	
Dan M. Fox	D4	
Keith F. Rush	D4	
Dwayne C. Severs	D4	
Chad E. Baldwin	D4	
Steven T. Markham	D4	
Shawn D. McKee	D5	
Deidre K. Berry	D8	
Michael N. Adams	D8	
Shannon L. Stephens	D8	
Randy L. Patterson	D8	
Billy W. Adams	D8	
Jaylyn A. O'Connor	D8	
William Talley	D10	
Dale D. Wright	D10	
Brad L. Cook	D10	
Jeffrey E. Payne	D10	
Donna H. Schmitz	CO	
Lisa A. Lemaster	CO	
Melissa R. Black	CO	
Steven A. Sanning	CO	
Melissa A. Wilbers	CO	
10 Years		
Jimmie D. Martin	D1	
Clinton W. Tillitt	D2	
Julie S. Hamblen	D2	
Kevin M. Haner	D3	
Jeffrey J. Neil	D3	
Vyrla D. England	D4	
Rebel J. Walker	D4	

Jerry L. Ray	D6	
Terry J. Talley	D6	
Mitchell A. Davis	D7	
Dean E. Hudspeth	D8	
Duane E. Fish	D10	
Rebecca L. Jackson	CO	
Cheryl D. Bonner	CO	
Deborah L. Hill	CO	
Dennis R. Forbis	CO	
Amy K. Binkley	CO	
5 Years		
Jason W. Sears	D2	
Elbert S. Wire	D2	
Donald L. Hall	D4	
Damon S. Rinehart	D4	
Daniel W. O'Daniel	D4	
Jennifer L. Vest	D4	
Joe E. Kelsay	D4	
Stephan F. Neumann	D4	
Andrew L. Dobnikar	D4	
Jamey Asahl	D5	
Robert D. Soderblom	D6	
Anthony D. Archer	D6	
Melinda A. Lawrence	D6	
Barry N. Perkins	D6	
Donald R. Diple	D7	
Alan D. Hooper	D7	
Mark E. Mitchell	D7	
Anthony W. Bennett	D9	
Catherine Holloway	D9	
Kevin W. Blankenship	D10	
Ronnie G. Pyatt	D9	
Justin L. Adey	D9	
Laura C. Ruman	CO	
Kathryn A. Puckett	CO	

Melissa Smith	CO	
LeAnn G. Kleffner	CO	
Marisa J. Kling	CO	
Tonya R. Jaegers	CO	
Robert M. Vice	CO	
Kirti Sinha	CO	
Paul S. Reichart	CO	

August Retirements		
Name	Location	Years of Service
David Kitchens	D10	32
Michael Hurst	D4	29
Dan Watkins	D4	25
Dale Comfort	D5	34
Lawrence Harmon	D5	23
Larry Mitchell	D7	26
Albert Roberts	D9	29
Raymond Morris	D9	25
James Zeiger	CO	26

In Memoriam		
Active		
Brian A. Williams	CO	Aug. 1
Retirees		
Larry B. Lundh	D8	Aug. 5
Mary Ellen Amos	CO	Aug. 6
William T. Stieffermann	CO	Aug. 9
Lee Russell	D6	Aug. 15
Ernest D. Hammon	D6	Aug. 24
William C. Cullison	D8	Aug. 30



Central Office

On the Move

With renovations completed at the 830 MoDOT facility, several units have moved into their new locations. The Travel Services unit didn't change buildings, but staff has moved into their new location, which is near the center of the north side of the building. That's great news for anyone checking out or returning a pool car vehicle! Just remember to bring your Sonitrol card to access the area.

Joining Travel Services at this facility is staff from CADD/Photogrammetry,

who relocated from the 601 W. Main building, and General Services, who were at Creek Trail. In another move, Bridge Maintenance staff has left the St. Mary's East facility and is now located at the Creek Trail.

This month, both Maintenance and Traffic will move to the Creek Trail facility from St. Mary's East. Plus, renovations have begun on the Training Center at 601 W. Main to accommodate Human Resources' move there in December.



Cathy Morrison

The renovations at 830 MoDOT Drive have allowed for multiple groups to relocate to the building, including CADD/Photogrammetry and General Services.

Parking at 830 MoDOT

Parking has been expanded at 830 MoDOT to meet the needs of a larger workforce at the facility. Below are some tips for parking:

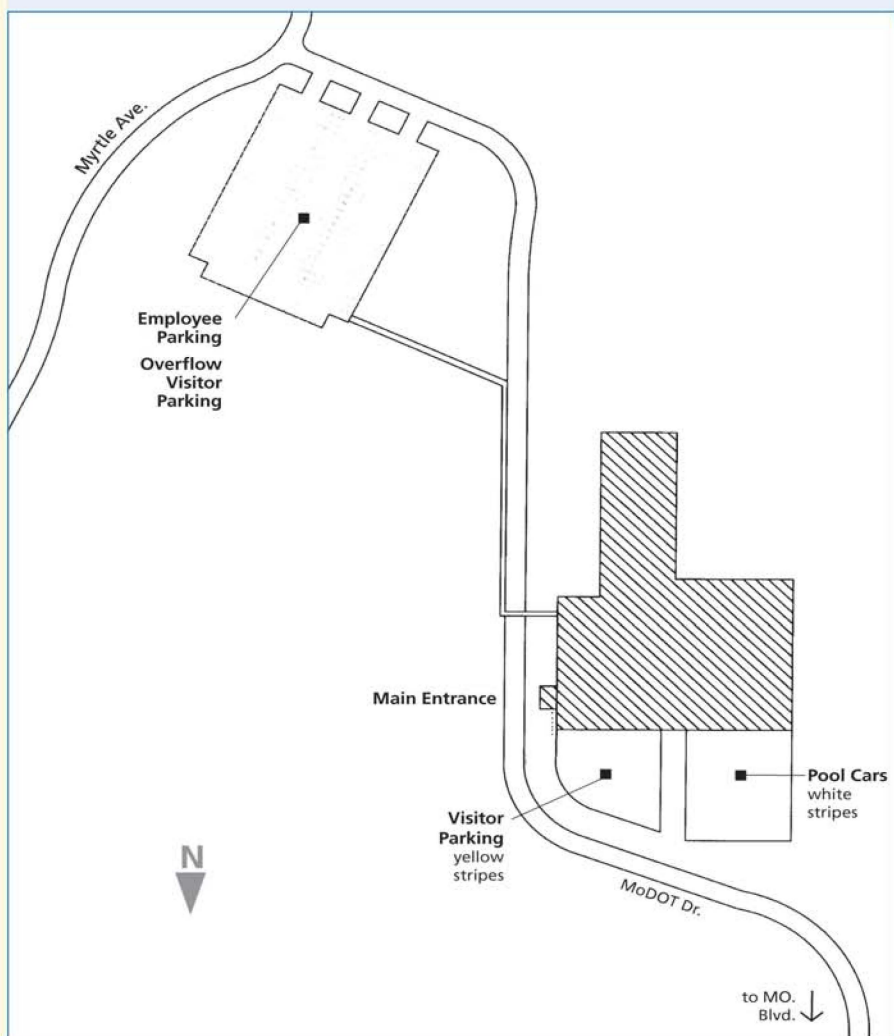
Coming to work? Employee parking is in the new parking lot next to Myrtle Street.

Checking out or returning a vehicle?

Carpool parking is in the area with white stripes.

Visiting for business (other than carpool)? Visitor parking is in the yellow striped area.

Visiting for business, but the yellow-striped area is full? Overflow visitor parking is in the new employee parking lot next to Myrtle Street.



Women's Equality Day

The Central Office celebrated Women's Equality Day on Aug. 26. The day is a national holiday commemorating the 19th amendment that granted women the right to vote. This year marked the 90th anniversary, and all Central Office employees were invited to a celebration to learn about the significance of the day. The event was sponsored by the Equal Opportunity and Diversity Division.

Elizabeth Briscoe-Wilson provided a historical perspective, performing a reenactment as Rep. Bella Abzug, the Congresswoman responsible for designating Women's Equality Day in 1971.

The keynote speaker was Mary Elizabeth Nelson, who has worked with Gov. Nixon's office as the director of Boards and Commissions and recently accept-

ed a promotion as a Missouri Administrative Hearing Commissioner. She gave an inspiring presentation, sharing her personal experiences as a woman working in a political environment.

The MoDOT Divas also took part by singing the national anthem.

According to Rudy Nickens, director of EEOD, "This workshop is just one of the ways this division strives to educate employees about the diversity within the department and to celebrate these differences. These events are open to everyone, no matter the focus."

Upcoming workshops include a Hispanic Heritage Month Celebration on Oct. 14th. Check the EEOD intranet site for more information, and check their calendar for more events at <http://wwwi/intranet/eo/calendar.htm>.



Cathy Morrison

Elizabeth Briscoe-Wilson performed a reenactment of Congresswoman Bella Abzug, who worked to establish Women's Equality Day in 1971.



Cathy Morrison

The Modot Divas performed the national anthem at the celebration. From left: Resource Management Division Director Brenda Morris, Organizational Results Division Director Mara Campbell and Chief Financial Officer Roberta Broeker.

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D1

Northwest

The Pride of Amity

by M. Elaine Justus



The first bridge was built in 1885 by the railroad, and served the town of Amity for a number of years.

Amity, Mo., in DeKalb County, is an old town. According to the United States Census of 2000, it is a town of 70 souls, and “has more people in the cemetery than it does in the town.” That’s probably still true, but in 1885 it also had the Chicago, Rock Island and Pacific railroad which ran through town. The wood span that ran above the tracks was known as the “Overland Bridge.” Built out of creosoted timbers, it was 89 feet in length and 19 feet wide.



The second Amity bridge was built in 1964 thanks to cooperation between the railroad and the highway department.

By the 1960s, the first bridge had outlived its usefulness, and the people of Amity petitioned for a replacement. Named “The New Bridge,” this steel and concrete landmark was built for \$90,000 by Gould Construction Company of Kansas City, Mo.

The Amity Lion’s Club sponsored a dedication program for the “The New Bridge” on Sept. 26, 1965. The ribbon (which looked more like a piece of baling twine) was cut by the Mayor of Amity and Kenneth Townley, “Chief



The entire town (and a few more) turned out to be the first to cross “The New Bridge.”

Division Engineer of District No. 1 of the Missouri State Highway Department.” (Interesting fact: According to MoDOT retirees, Engineer Townley and his wife raised chinchillas for a hobby during his tenure in St. Joseph.)



Cutting the ribbon in 1965 were Basil Campbell, the Mayor of Amity (right), and Kenneth Townley, Chief Division Engineer of District No. 1 of the MSHD.

Following the requisite speeches, ribbon cuttings, and musical performances, the attendees retired to the local church basement for cake, pie, ice cream and coffee.

On March 13, 1973, the last train on this branch line of the Rock Island Railroad came through Amity. Although a number of efforts were made to preserve the

tracks, the line had deteriorated beyond repair. By November of 1974, all the tracks and ties were pulled up, sold and hauled away.

When the Safe & Sound program began looking at bridges that needed attention, the 40+ year old bridge in Amity was an obvious choice. With the end of the railroad, and no running water to contend with, the need for any bridge at all was brought into question.

The original cut for the railroad tracks was made in 1885 using mule teams. A camp to house the laborers and their mules was constructed a short distance

away. Filling in the cut didn’t take nearly as long. A culvert was placed at the bottom of the fill to accommodate drainage, with the completion of the project expected almost 45 years to the day of the last ribbon cutting. Once the final pavement is laid and striped, only historians will remember there was once a railroad trestle that was the pride of Amity.

[Special thanks to Northwest District Senior Highway Designer Wes Wallick, who provided the historical images and information.]



In 2010, the Safe & Sound Program will replace “The New Bridge” with no bridge at all.

Two Views From the Road

by M. Elaine Justus

The new Amelia Earhart Memorial Bridge across the Missouri River is the largest, most complicated construction job going on in Northwest Missouri. Constructing bridge supports are especially critical and require exceptional scrutiny. We’re pleased to be able to share a very rare photograph. Not many people get to see a bridge receiving a cat scan.



Some photos need no caption, but you be the judge:

“A rolling stone gathers no moss.” Publilius Syrus, 1st Century CE
“Moss grows fat on a rolling stone.” Don McLean’s American Pie, 1971 CE

[Note: This is NOT a MoDOT variable message board, but it is visible from a state highway.]

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D2

North Central

Interim Director Kevin Keith Discusses Five-Year Plan

by Tammy Wallace

Interim Director Kevin Keith began his series of visits to all districts across the state to discuss the Five-Year Plan



Keith speaks to employees in Macon on the first of his district visits.

here in District 2 last month. Kevin spoke during the Quarterly Supervisor's Meeting, which was also attended by the D2EAEC members who were there as a representation of all district employees.

Kevin discussed the reduction in funding and said that we need to use the resources we have more wisely now than ever before. He explained our direction for the next five years is to:

- Honor our commitments in the STIP
- Keep our major roads in good condition
- Improve our minor roads
- Hold our own on bridges

Mother Nature May Dish it Out But MoDOT Crews Can Take It

The District saw more rain and wind than it wanted to during the spring and summer months, which caused a lot of damage and required a lot of repair. But whatever Mother Nature threw at us, our crews were able to take it. Here are just three of the many challenges.



The snooper truck lowered workers over the side of the bridge who were able to cut up the tree.

Route P – Howard County

During a storm with high wind a huge cottonwood tree, 120 feet long and eight foot in diameter, blew over on a bridge footing just east of New Franklin on route P. With the help of the Jefferson City Bridge Inspection Crew and their snooper truck, they lowered crews

down to the tree. When the tree was cut pressure was relieved off the bridge structure. Assisting the bridge crew were Fayette maintenance employees.

Route F Slide – Randolph County

In the spring if you mention a "slide", what probably comes to mind is something fun that you find in a park. But the slide that was found in April on Route F in Randolph County was anything but fun for many of our Moberly maintenance workers.

It had been raining for several days when the slide occurred on a Sunday evening. It looked like the edge of the roadway just snapped as the bank was washed away. Crews closed the road and rerouted traffic; unable to begin the reconstruction process as the heavy rains continued.

On the third day they began digging out the bank and crumbled roadway with a track hoe. Once the damage was removed, materials were brought to the site and the dozer and track hoe began rebuilding the bank with new dirt and

- Provide outstanding customer service

One important element to our Five-Year Plan is a change in our five major areas of operations:

- Winter Operations
- Signing
- Striping
- Mowing
- Pavement Maintenance

A team led by Systems Management Director Don Hills has been working to develop strategies to these five areas that will allow us to redirect a one-time savings of \$11 million dollars, and \$20 million dollars more each year to improving the condition of our minor roads and taking care of our pavements.

District 2's District Engineer Dan Niec is a member of that team.

This team and their sub-teams are completing the work on the changes in these five operations and the details will be shared with all employees.

Kevin ended his discussion on a very positive note about improving the condition of our minor roads. Next year \$64 million dollars above our normal budget for pavement treatments will be spent on minor roads. Our district's portion of that money is \$11 million. Dan Niec added that we are currently creating a minor roads plan so we will be ready to spend our normal budget and this additional \$11 million next summer.

rock. When the bank was again stable, cold mix repaired the road surface.

When the rain stopped it only took the crews two days to make the repairs and reopen the road to traffic. The finished product looked so good you would never suspect the damage the crews had

found just four days earlier.

Route D and U - Schuyler County

Heavy rains and flooding in May caused a section of Route D and Route U in Schuyler County to collapse. Maintenance crews from Lancaster, Kirksville and Unionville along with

special crew operators did the emergency repairs getting the roads rebuilt and reopened quickly. They were joined by District 3's Ted Smith and a track hoe to help out.



Route D is dug out to be rebuilt.



Route F, where the road washed away and damaged the box culvert

Passing the Torch

Senior Financial Services Technician Sarah Marino, who led the District's Charitable Campaign for the last three years, is handing off the torch for the upcoming campaign to a new group of leaders. They will have big shoes to fill as the District has increased its giving considerably under Sarah's leadership.

During the 2010 campaign District employees raised nearly \$9,000 for the cause. Additionally, 42 employees donated \$120 or more, making them eligible for the Century Club.

Thank you to Sarah for all of her hard work and the success she has brought to the District. Good luck to the new

leadership of Chrissy Teter, Brenda Harris and Marisa Christy. Brenda and Marisa are members of the District's Employee Advisory Council and will also be supported in their efforts by all of the members of the D2EAEC.



Front row, from left - Sarah, Chrissy, Brenda and Marisa. Back Rows - remaining members of the D2EAEC.

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D3

Northeast

Commissioners Welcomed to Northeast Missouri

For some districts, hosting the Missouri Highways and Transportation Commission is nothing new. For the first time in nearly two decades, the Commission came to Hannibal and held their orientations and closed session in the Northeast District office. The “welcome wagon” came out in full force by way of employees to help our Commissioners and senior management team know their presence was appreciated.

Pulling up with a big smile on their faces as they saw the welcome sign and employees waiting outside the district office, leadership graciously thanked and shook hands with those who lined the halls.

“Many employees helped to prepare for the Commission visit,” said Northeast District Engineer Paula Gough. “It was a pleasure having them, and we hope they’ll come back soon!” she added.



Commissioners shake hands with several employees as they were welcomed to the Northeast District office in Hannibal for the September commission meeting.

Appreciation Shared for Dedicated Employees

About 100 people from northeast Missouri helped Sen. Wes Shoemyer welcome the Commissioners during a dinner reception held in Monroe City. Guest speakers included the Senator, Interim Director Kevin Keith, Commissioner Farber, as well as former Commissioner Tom Boland and regional transportation advocate Tom Oakley. Sen. Shoemyer recognized and thanked maintenance crews for their efforts to keep our roads in good condition through all kinds of weather. There were also many words of appreciation for the community and financial support for U.S. 36.



Commission Chairman Farber visits with Audrain County Presiding Commissioner Richard Webber about transportation needs in northeast Missouri.

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Around the District



Mike Ryan and Sean Unglesbee, Hannibal maintenance, each were presented a Meritorious Safety Award for their heroic actions on July 20. They were checking flooded roads on U.S. 36 near Route H when they happened upon a stranded vehicle that was trapped in the flood waters with Ronda Caley-Barton sitting on top of the vehicle. Sean and Mike were able to rescue her by wading into the water using a safety rope.



Featured in last month’s issue of Connections (4 x 4 Doesn’t Mean Truck), this group of maintenance employees received Noteworthy recognition for their efficient operation of bridge sealing. They sealed 58 bridges in two days!



The Northeast District has chip sealed 287 miles this year. For two years in a row, crews have performed a 55-mile continuous chip seal operation. This year, because it was so impressive, D3 introduced it as its first YouTube video!

Cost-Share Delivers Results

The U.S. 61/Route U/Crossroads Boulevard interchange was completed in August, and a ribbon-cutting ceremony was held last month to signify the importance of this project. A cost-share between MoDOT and Crossroads Center, Inc., the interchange improves safety on a busy U.S. 61 south of Troy and creates opportunity for economic development in the area. Partnership and cooperation, along with many thank you statements were prevalent during the speeches, yet subtly, many speakers shared the looming future for transportation projects

like interchanges, lane additions, and other expansions. Commissioner Grace Nichols cited these celebrations would become fewer in the future because of the funding situation.



Northeast District Engineer Paula Gough addresses a crowd of about 70 during the ribbon-cutting ceremony in Moscow Mills.

D4

Kansas City Area

Blue Ribbons Continue to Fly District 4 Celebrates Completed Projects

by Kerri Lewis

Orange cones are quickly being replaced by blue ribbons across District 4 as more and more projects are being completed. This construction season has brought a large number of projects thanks to the Safe & Sound Program, the Minor Roads Initiative, and ARRA jobs to name a few. The challenge is not completing the jobs' aggressive schedules on time, but keeping enough blue ribbon in stock to celebrate each project completion.

Strother Road Interchange

The most recent event to bring out the scissors was held in August for the completion of a new interchange at Strother Road and I-470 in Lee's



Strother Road Interchange Ribbon Cutting.

Summit. More than 50 people stopped by to participate in the event. MoDOT, city and state officials spoke highly about the project and completed the event by cutting the ribbon.

This new interchange, just minutes from the district office, will provide new access for the more than 82,000 vehicles that use I-470 daily. Construction began in 2008 and was awarded to Emery Sapp & Sons, Inc. for \$15 million.

The Strother Road Interchange was built in a cooperative effort between the City of Lee's Summit and MoDOT. This project is on the list of regionally significant projects maintained by the

Mid-America Regional Council, the Metropolitan Planning Organization for the Kansas City region.

Route DD Roundabout

Johnson County, a rural area of



New roundabout at Route DD and Route 13.

District 4, also had reason to celebrate recently. Construction, currently under way on the first leg of a new Route 13 east of Warrensburg, celebrated a milestone in late August. A new roundabout opened along the new section of Route 13 at the intersection of Route DD for the more than 5,000 vehicles driving through this area daily. Thirty people came by to celebrate this newest addition to the new lanes of Route 13. Senator Pearce and Warrensburg city officials applauded the efforts of MoDOT to enhance the transportation system through Johnson County.

Known as the East Loop, the new Route 13 will move through-traffic away from stop-and-go congestion in downtown Warrensburg. The new roundabout intersection will move traffic smoothly, safely and more quickly than a signal-controlled or signed intersection. This is the first of four that are included in the Route 13 East Loop project, which is scheduled for completion this fall.

Safe & Sound

To top off the list of completed projects across the district, Safe & Sound bridges are being completed at a very quick pace. Motorists are reaping the benefit across the district with new bridges providing a smoother, safer drive. Although most of these bridges are rural, elected and MoDOT offi-



cials show support by cutting a ribbon and celebrated the importance of this statewide initiative.

Keep an eye out as the construction season continues. More ribbon will fly, orange cones will be replaced, and Missourians will enjoy the benefits these completed projects provide.

Motorist Assist Operator Goes Above and Beyond the Call of Duty

by Gina Myles

On July 21, Motorist Assist Operator Cristi Polen was on patrol when she came upon two vehicles on the shoulder. A man and woman were working on a vehicle in front of what appeared to be an abandoned car. When she arrived, they stopped what they were doing and the man walked back to Cristi's Motorist Assist truck. He said he had changed a tire on the front vehicle. They got into that car and left the area, leaving the other vehicle on the shoulder. Cristi noted that the vehicle that was left on the shoulder was the same make, model and color as the one the subjects were driving. She thought the situation was somewhat

strange, and the subjects would return later for the second vehicle.

A couple of hours later Cristi found the same two subjects back at the scene. When she stopped this time, the subjects began quickly throwing their tools into the trunk of the car they were driving and got into the vehicle quickly. As she approached the occupied car she could see that the back seat was full of aluminum wheels. The subjects left very quickly, nearly striking her in the getaway. It had appeared that the subjects were stripping the abandoned vehicle. Cristi notified the police to make a report, and to have the vehicle towed.

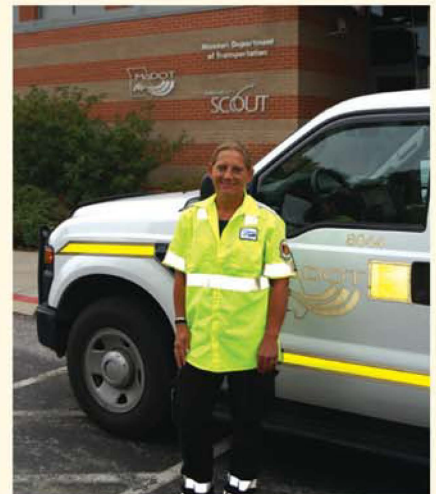
When the officer arrived, it was determined both the vehicle being stripped, and the vehicle driven by the subjects, were reported stolen. Cristi provided all of the information she had on the incident and the stripped vehicle was towed.

On Aug. 19, Cristi received a phone call from Detective Wisdom of the Kansas City Police Department East Property Crimes Unit. Cristi spoke with Detective Wisdom and was able to identify both subjects from a photo line-up. Both subjects were subsequently arrested and charged. It was later determined the pair was responsible for at least four auto thefts and other crimes.

According to Rusty James, Incident Management Coordinator for KC Scout, the information provided by Cristi Polen was essential in bringing charges against the two subjects. James said, "In my experience I have seen many times when witnesses,

some of whom it is their responsibility, have not done as good a job as Cristi did of documenting this incident and providing identifying information. This is above and beyond what we would normally expect of the Motorist Assist and Emergency Response operators."

Cristi is to be commended for her actions and her dedication to duty.



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D5

Central

Honoring a Highway Hero

Every employee who works on our state highway system knows the danger involved in that task. Many have stories of “close calls,” where they were nearly injured or worse because of the careless driving of someone in a work zone.

In September, a portion of U.S. 50 in Moniteau County was formally dedicated in memory of a MoDOT employee who was killed in the line of duty in 2002.

Route 50 from Route 87 to Jacket Factory Road has been designated by the Missouri State Legislature as the Duane David Pace Memorial Highway. Pace was killed on May 13, 2002, after being struck by a vehicle while flagging traffic during a routine bridge maintenance project just west of Springfield. He was 34.

A dedication ceremony was held on Sept. 10 by the Pace family in his hometown of California, Mo. MoDOT Director of System Management Don Hills spoke at the ceremony about Pace, who was a member of the MoDOT bridge maintenance crew.



A MoDOT truck passes the Duane David Pace Memorial Highway sign on U.S. 50 near California.

“Duane will always be remembered by his MoDOT family as one of our highway heroes,” said Hillis. “His daily efforts made a difference in the lives of thousands of motorists who traveled on the bridges he helped to keep safe. This memorial highway dedication is a tribute to Duane and to the hundreds of men and women like him who regularly work in or near lanes of traffic to make our transportation system safer.”

Between 2005 and 2009, 64 people were killed and 4,260 people were injured in Missouri work zones. Since 2000, 15 MoDOT employees have been killed in the line of duty. The top five contributing circumstances for work zone crashes in 2009 were inattention, following too closely, improper lane usage/change, too fast for conditions and failure to yield.



Pace family members unveil the memorial highway sign during a ceremony held on Sept. 10.

Watch the Central District on YouTube



MoDOT’s Central District is now posting videos on YouTube! Watch for project updates, public events, and other news from mid-Missouri at www.youtube.com/MoDOTCentral.

for more info

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Paul Jungmeyer Retires After 52 Years

After 52 years of service, the longest of any MoDOT employee, Senior Financial Services Technician Paul Jungmeyer retired from MoDOT on Aug. 31.

Paul spent his tenure at the department processing payment vouchers, payroll deductions, expense accounts, cash receipts and other documents related to “paying the bills” in the district’s business and benefits section.

He started at the highway department in 1956 as a draftsman in the survey and plans division, but he only worked for 15 months before quitting to attend college. He came back in 1958 to work as a draftsman, and in 1959 he joined what was then known as the district



A photo from the late 80’s shows Paul and former employee Marsha Land working at the district office.

audits section, which is now called business and benefits.

Paul spent his entire time at MoDOT working for the Central District, and also held the positions of clerk, auditor, and district auditor.

The Central District extends a sincere thanks to Paul for so many years of hard work and dedication.



District Engineer Roger Schwartze presents Paul with his retirement plaque on his last day, Aug. 31.

Old Osage River Bridge Demolished



The 77-year-old bridge falls into the Osage River after the blast.

After a ribbon-cutting ceremony on Aug. 16 brought hundreds of people to the new Osage River bridge over Route 17 near Tuscumbia, a similar crowd gathered on Aug. 31 to watch the old bridge come down.

Nearby fields and the parking lot of a nearby convenience store were overflowing with cars well before the blast. People also gathered at Tuscumbia’s riverside park and old county courthouse to watch the show.

With a satisfyingly loud boom, the 1933

structure fell into the Osage River just before 9 a.m. Since the old bridge was just 20 feet upstream from the new one, traffic across it was temporarily halted for the demolition.

Removal of the old bridge was included in the construction contract for the new bridge, which was the first construction project in the nation to get underway as part of the American Recovery and Reinvestment Act of 2009. Video of the demolition can be viewed at www.modot.org/central.



MoDOT Executive Assistant Jessica Keathley and Miller County Commissioner Tom Wright press the ceremonial plunger at the bridge demolition.

D6

St. Louis Area

MoDOT Helps Parents and Kids Buckle Up at 4th Annual SHOW ME Safety Fair

by Shirlyn Myles

Parents and kids throughout St. Louis know how to properly buckle up now, thanks to a SHOW ME Safety Fair MoDOT held in mid-September. The 4th annual SHOW ME Safety Fair was held at St. Pius V Catholic Church's parking lot in St. Louis.

The SHOW ME Safety Fair focuses on proper usage of child protective seats through car seat checks and the

Kids to check for proper installation. The fair is part of Missouri Coalition for Roadway Safety's initiative to reduce the number of highway fatalities in Missouri to increase the use of child safety seats through educational outreach.

Through the car seat check, MoDOT is able to take unsafe seats off the roads and educate parents on the proper way



The little girl and her mom are part of the hundreds of people who now know how to properly buckle up, thanks to the SHOW ME Safety Fair.

importance of buckling up. The fair's primary target markets are families with children under the age of eight or 80 pounds and drivers that do not use seat belts.

Missouri law requires children up to age eight or 80 pounds or under must ride in a safety or booster seat in the rear of the vehicle. However, many children are placed in vehicles without a proper safety seat. MoDOT's SHOW ME Safety Fair utilizes certified professionals from MoDOT and SAFE

to install a car seat and how to keep their children safe both on and off the road. They also educate drivers on the importance of buckling up, the use of bike helmets, household safety, and nutrition.

Along with safety tips and education, families experienced plenty of fun and entertainment throughout the day. Attendees participated in music, dancing, physical fitness and fun activities.

for more info

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Help Save Lives by Donating Blood

There is currently a critical blood shortage and the American Red Cross is issuing an urgent request for blood donations to be sent to St. Louis area hospitals. National and local blood inventory levels have dropped well below a safe and adequate supply.

The American Red Cross is requesting that all eligible people donate blood and is particularly interested in collecting type O, type A-negative and type B-negative, which are the blood types currently suffering the greatest shortage.

MoDOT's blood drive will take place Oct. 28 from 11 a.m. to 3 p.m. at the MoDOT District 6 Office, located at

1590 Woodlake Drive, Chesterfield, MO, 63017. Please take the time to donate. The American Red Cross needs MoDOT's help and we need to reach our donor goal of 50 blood donations.

For more information about this upcoming blood drive and to schedule an appointment, please contact Kara Price, District 6 Community Relations, at 314-453-1810 or Kara.Price@modot.mo.gov. Walk-ins are welcome! For more information about donating blood, visit www.redcrossstl.org.

Share Your Favorite Seasonal Photos!



Tina White, senior customer service representative, and Danny Cronin, regional maintenance supervisor at the Shreve building, escaped the hot weather this summer posing in front of Exit Glacier in Seward, Alaska.



White and Cronin enjoy the scenery at Sequoia National Park in Northern California.

If you would like to share your favorite fall photo to be published in the next issue of Connections, please send them to:

Kara Price
D6 Community Relations
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Kara.Price@modot.mo.gov
1590 Woodlake Drive
Chesterfield, Mo 63017
**Please include a brief description of the photo.*

D7

Southwest

Drunk-driving Victim Sign Installed

by Wendy Brunner-Lewis

Christina Freeman was 18 when her life was cut short by a drunk driver in February 2006. She would have graduated from Joplin High School that May, where she was on the girls' softball team.

Freeman's life was memorialized in August when MoDOT crews installed a new sign at Range Line Road and I-44 in Joplin, the scene of the accident. The sign is a result of David's Law, an effort to reduce drunk-driving fatalities through awareness of the lives impacted.

Under David's Law, a drunk-driving victim's family can request a blue sign that reads "Drunk Driving Victim" with the victim's initials and month and

year he or she was killed underneath that. The final words, "Think About It," are at the bottom of the sign. The family pays for the sign, which is about \$600 and includes materials, installation and maintenance for 10 years.

No victim in a drunk-driving crash who causes the crash or was intoxicated is accepted for a memorial sign.

Freeman's mother, Kerry, organized the brief installation ceremony at the site for friends and family, although she wanted to keep it very short: "I know how dangerous roads can be," she said. "I don't want someone to get hurt honoring Christina."



Christina Freeman's family and friends share a quiet moment before the sign is installed.



The new sign is located at the I-44 East-to-Range Line Road North ramp in Joplin.

for more info

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7th Street Project on Time

by Wendy Brunner-Lewis

Before east 7th Street (Route 66) between Route 249 and Duquesne Road near Joplin was closed in May, the 20,000-plus vehicles that traveled the two-lane section daily dealt with congestion and possible rear-end accidents from making left turns. The area is a mix of businesses and residential neighborhoods.

But when the road reopens in November, motorists will enjoy five lanes of traffic, a taller bridge over

Turkey Creek, traffic signals at three intersections, raised medians in three locations and a hill cut down two feet to improve sight distance. APAC-Missouri, Inc., was awarded the contract for \$6.7 million.

The northern half of the project is a test section for Tensar Geogrid, a plastic fabric placed between the dirt and base rock to improve stability and results in less asphalt used.



Crews poured the last section of the new five-lane bridge in late August.



Crews installed signal and lighting components at all intersections.



A crusher is kept onsite, allowing old pavement to be recycled into new fill.

D8

Springfield Area



D8 at Work

1. Working on pavement repairs on Route 174 west of Republic are, from left, Republic Senior Maintenance Workers Todd Richter and Jerry VanWyk, Sunshine Crew Leader Ron Plaster and Springfield Senior Maintenance Worker Doug Durham.
2. Signing Crew Leader Ron Girth installs a memorial highway sign on Route 13 at Bolivar honoring a World War II Bataan survivor, now deceased.
3. Helping dedicate the nation's and Springfield's second Diverging Diamond Interchange at National Avenue and Route 60 are MoDOT officials, including Interim Director Kevin Keith, second from left, and officials from the city of Springfield, Cox Health and the Missouri Legislature.
4. Senior Risk Management Technician Janice Brite takes a photo to document a claim for a broken windshield.

Bob Edwards

In Buffalo, District's Last ARRA Project Begins

by Bob Edwards

The three-laning of Route 65 on the north side of Buffalo – District 8's last project being funded by the American Recovery and Reinvestment Act of 2009 – began in September.

The Route 65 project involves widening the roadway to add a center turn lane between Route 32 and Route 73 just outside the north city limits. And Route 65 will be resurfaced between Route 32 and the south city limits.

APAC-Missouri of Columbia is doing the work for a low bid amount of \$1.2 million, with \$1.016 million coming from ARRA funds.

The project falls under the guidelines of the federal "economic stimulus" law requiring that money be spent in communities of all sizes, including those with less than 5,000 people, such as Buffalo. It could be engineered and completed quickly, meeting the law's tight deadlines.

District 8 has completed or is building 16 projects that were accelerated because ARRA funds were available. And the ARRA funds the district received to spend on those projects totaled about \$42 million.

District Planning Manager Frank Miller said using the federal funds for the Route 65 project in Buffalo made sense. The project ranked high among local planners in the region who work closely with MoDOT to develop road projects. And the federal money enabled MoDOT to schedule the project sooner than was otherwise possible.

"It builds on improvements made along the whole corridor," Miller said. In recent years, Route 65 has been widened to three lanes south of Route 32 in Buffalo and widened to four lanes between Springfield and Buffalo.

The three-laning makes it easier and safer to turn onto and off of the highway, which will benefit existing busi-

nesses and could attract new enterprises, District Engineer Kirk Juranas said.

"Improvements to the infrastructure help stimulate other improvements," Juranas said.

Project completion is set for Nov. 1.

Roadside, CU Veterans Retire

by Angela Eden

Roadside Senior Maintenance Worker Toby McHaffie

Service: 26 years (Hired Nov. 1, 1984)

Career: Maintenance worker to intermediate maintenance worker, Sparta Maintenance, 1984-1998; intermediate maintenance worker to senior maintenance worker, Roadside Maintenance, 1998-2010

Memorable accomplishment: Learning how to operate heavy equipment like graders, loaders and backhoes while at Sparta Maintenance

Favorite duties: Working with various crews across the district, including

Striping Crew and Concrete Crew; seal-coating roads, mowing and plowing roadways; helping the mechanics work on equipment

Quote: "I liked plowing snow. I hated the ice storms, but I really liked plowing snow."

Post-MoDOT plans: Spend more time with wife, Karen, and the grandchildren; take life easy

Credit Union Senior Financial Services Technician Sherry Nelson

Service: 26 years (Hired Feb. 1, 1984)

Career: Seasonal construction project clerk to senior clerk, Springfield Project Office, 1984-2003; senior clerk to senior financial services technician, Credit Union, 2003-2010

Memorable accomplishment: Training co-workers on operation of SiteManager, the computer program used by construction offices to track projects; feels blessed to have worked with such good people through her career



McHaffie



Nelson

Favorite duties: Helping others do their jobs by providing construction information or help at the credit union

Quote: "We're like a big family (at MoDOT). We may fuss and fight, but when you need help, they've got your back."

Post-MoDOT plans: Keep working as employee of District 8 Credit Union

Also retiring:
Branson Construction Office Assistant Brenda Gonten

for more info

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"Talkin' Transportation"
Call-In Radio Show

KWTO 560 AM, Springfield

10-10:50 a.m. Wednesdays

radiospringfield.com

D9

South Central

Fall Brings Safe & Sound Community Briefings to District 9

It's been a slow year for Safe & Sound projects in District 9. After completing 10 bridges last year, the district will rehabilitate or replace just three bridges under the Safe & Sound Program in 2010. That pace significantly increases next year. With 18 bridges scheduled for replacement across the district in 2011, District 9 Bridge Engineer Ed Hess has been busy once again with community briefings this September.

According to Hess, the briefings have been going very well. "The public has

been very receptive to the improvement of these structures. They have understood that we are able to keep this program manageable, in terms of time and budget, by closing the roads entirely to replace the bridges," said Hess.

For those unable to attend these community briefings, online meetings are available through the end of September. To date, District 9 has completed 10 of the 36 bridges included in the Safe & Sound Program.



District Design and Construction Engineer Mike Wake and Doniphan Maintenance Supervisor Keith Elliott show a local citizen what bridges will be temporarily closed as part of the Safe & Sound program.

District 9 Thanks Incarcerated Crews for a Job Well Done

District 9 incarcerated personnel were treated to a barbeque lunch on Sept. 9 to thank them for the exceptional job they did during April's No MORE Trash Bash. The crews were responsible for

picking up 17,256 bags of trash during the bash; more than any other incarcerated crew in the state. Overall, District 9 had the second highest trash bag count in the state with 19,885 bags.



From left: Jeff Riegle, Clint Younger, Steve Boatwright, Raymond Pruett, Brian Wooten, Tommy Smith, Mike Moon, Dale Bollinger, Larry Hurt, Justin Hills, James Fiske, Dan Sherbo, Travis Pearson, Howard McNew and Adopt-A-Highway Coordinator Shelly Cauldwell.

District Shows Appreciation

MoDOT staffs, members of the Highway Patrol and Willow Springs historian Lou Wehmer were recently treated to a potluck lunch in recognition of their efforts in making the Show-Me 60 Caravan a success. District Engineer Tom Stehn said the event would not have been possible without the contributions of many. "It was because of all of you that this event was such a success and I would

like to take this opportunity to thank you for once again demonstrating what an amazing group of people we have in District 9," said Stehn.



Middle School Nick: New Safety Belt Campaign

The South Central Regional Coalition for Roadway Safety introduced a new safety belt campaign, Middle School Nick. Nick focuses on the choice middle school students make to wear a safety belt. Radio ads, a series of posters, t-shirts, bracelets and rollover demonstrations are all part of the campaign to educate middle school students.

14

A middle school task force was established. Through several meetings and collaboration among the students and middle school teacher Randra Owens, they created Nick. The task force selected safety belt reminders, shared ideas and reasons they buckle up. Their ideas helped get Middle School Nick off the ground and in middle schools throughout the South Central district.

Nick, a middle school student who was Nick the Nerd, who didn't wear his safety belt, made the choice to be a cool clicker and wear his safety belt. Nick reminds the students about the choice they make to buckle up and ARRIVE



ALIVE each time they get in a vehicle.

"We are very excited to launch the Middle School Nick campaign. We

have other campaigns that focus on different age groups such as the Buckle Buddy and Battle of the Belt and we really wanted to focus on the middle school students. We realized that we need to utilize this age group and promote safety belt use before they start driving," stated South Central Regional Coordinator Kelly Martin.

The Middle School Nick campaign is on the road spreading the message and getting middle school students to buckle up and ARRIVE ALIVE throughout south central Missouri.

For more information about Middle School Nick or other campaigns in the South Central region visit www.save-molives.org/southcentral.

for more info

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D10

Southeast

Diverging Diamond Interchange Reaches D10

St. Francois County travelers are anxiously awaiting improvements to the intersection of Routes 221, W and 67 in Farmington. Not only are motorists looking forward to a new interchange that will relieve congestion, they are also ready to experience Southeast Missouri's first diverging diamond interchange.

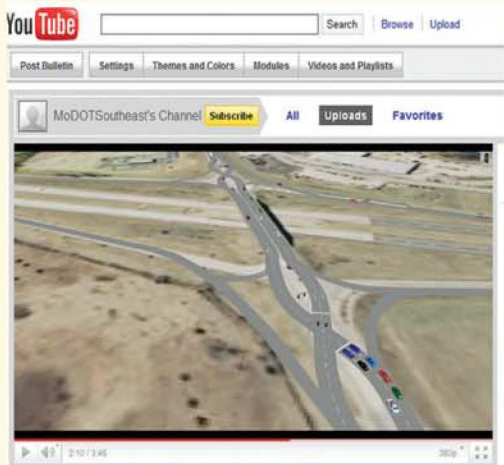
In addition to constructing a DDI, the proposed plans include redecking the bridge, striping for four lanes of traffic and making access changes at Walker Drive.

Constructing a DDI instead of a traditional interchange has several benefits, including:

- **Less Construction Time:** Constructing a DDI will take less time than standard reconfiguration methods.
- **Less Expensive:** In comparison to standard interchange reconfiguration methods, a DDI also produces a substantial cost savings. With a DDI, fewer lanes are needed to provide the same vehicle capacity. By constructing a DDI, it will not be necessary to purchase as much right-of-way.

- **Safer:** Most importantly, a DDI has the potential to increase safety. A DDI has fewer potential conflict points than a traditional interchange. Secondly, traffic will move more steadily through the DDI, reducing the likelihood of rear-end crashes. A DDI also eliminates left turns crossing opposing traffic and improves sight distance.
- **Reduced Delays:** Once the DDI is open to traffic, drivers will experience reduced delays at the signalized intersections due to two phase signals with short cycle lengths.

If the project is awarded in July 2011, improvements could begin as early as fall 2011 with completion in fall 2012.



A video simulation of the proposed DDI is available at www.youtube.com/MoDOT-Southeast.

SEMO Fair Parade



Intermediate Traffic Studies Specialist Seth Bollinger pulls a group of Arrive Alive supporters in the SEMO District Fair Parade.



More than 70 people joined together to walk in the parade to help spread the buckle up message.



A wrecked car reminds parade onlookers of the dangers of drinking and driving.

How Are We Doing?

From making repairs on Southeast Missouri roadways to performing major construction projects, making travel easier and safer for motorists is always the Southeast District's top priority. Throughout the spring and summer, many travelers have taken time to show their appreciation for MoDOT's efforts.

Judy Bentley from Ste. Genevieve wrote: *That was the fastest response I've ever seen, less than 24 hours later I have a non-muddy driveway! Thank*

you very much for your help, I really appreciate it.

After visiting the Dexter Maintenance Shed, Steve Cooney wrote: *I can't begin to tell you what a great group of guys you have down there that I worked with. I truly believe that the attitude of employees is a direct result of their leadership, and can honestly tell you that J.J. Lemmon is one of those great leaders. At some point during my stay in Dexter, many of the guys made it a point to talk with me about how much they enjoyed work-*



Maintenance Supervisor J.J. Lemmon

ing with J.J. I would also like to add my two cents. J.J. was such a great person to work with. J.J. seems to be one of those people that truly values others, and is a pleasure to spend time with. He really made me feel welcome while I was in Dexter.

John Clemens of Kennett wrote: *Thank you for filling the pothole on Highway U.*



MoDOT values comments received from the public. If you would like to tell us how we are doing, please visit www.modot.org/southeast and click on "report a road concern" in the upper left of the screen.

Recent Retirees



Thomas Jenkins retired Oct. 1, after 26 years with MoDOT. Jenkins was a senior construction inspector.



Linda Klaproth retired Oct. 1, after 19 years with MoDOT. Klaproth was the credit union manager.

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Connections

The mission of *Connections* is to be a monthly source of Missouri Department of Transportation news and feature articles that connect employees statewide. It is distributed to MoDOT employees and retirees.

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Additional copies are available upon request. Suggestions, questions and comments are always welcome.



Please share this publication and recycle it after reading.

Mission

Our mission is to provide a world-class transportation experience that delights our customers and promotes a prosperous Missouri.



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Are You Innovative? Take the Challenge

2010-2011 Innovations Challenge Brings New Ideas to the Forefront

For the past three years, the Tool and Equipment Challenge has spotlighted the best innovations to complete field operations better, faster and cheaper. This year, the program has been expanded to include processes and is now renamed the Innovations Challenge.

The challenge's six emphasis areas are directly tied to the Five-Year Direction: mowing, litter pickup, signing, fleet reductions, striping and pavement maintenance on low ADT routes. District competitions are already underway and will conclude at the end of December. Districts can select up to six submissions in any category to recognize as district winners.

District coordinators will then select the top 30 innovations statewide to compete at the Innovations Showcase on March 29, 2011.

"I'm continually impressed with the new innovations from employees each year," said System Management Director Don Hillis. "I have no doubt this year's competition will bring inventive approaches to light and advance MoDOT in our five-year direction."

All full-time employees are eligible, and may submit best practices as an individual or as a team.

The top six innovations in each district will receive \$75 per person, up to \$450 per team. The top six innovations statewide will receive \$425 per person up to \$1,500 per team. Statewide winners also earn their district budget an additional \$10,000.

Find more information at <http://wwwwi/intranet/or/SolutionsAtWork/Innovations.htm>.



Motorists saw the signs above during National Truck Driver Appreciation Week Sept. 19-25. One thing we can all appreciate is the fact that in the last five years, the number of fatal crashes involving commercial motor vehicles is down significantly. Since 2005, the number of fatal crashes involving a commercial motor vehicle is down from 173 to 88 - 49.1 percent. The number of fatalities resulting from those crashes fell 52 percent, from 205 to 99.

Get Cookin'!

Place your order quickly if you would like to receive a Fallen Workers Memorial Cookbook. Employees sent more than 700 recipes to District 5, who is coordinating the book as a fundraiser for the Fallen Workers Memorial in Jefferson City. An order form is available on the District 5 Intranet page. Each

book costs \$15, and payment must be received with the order. To receive these in time for holiday gifts, orders must be placed as soon as possible. For any questions, please contact Cindy Kremer at 573-751-3245.